



AETC News Clips

Keesler AFB, Miss.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. 30 Nov 05

Keesler AFB medics filling in at Landstuhl

Miss. airmen covering for personnel now in Pakistan

By [Steve Mraz](#), Stars and Stripes
European edition, Sunday, November 27, 2005



Steve Mraz / S&S

Air Force Lt. Col. Frank Glenn examines a patient at Landstuhl Regional Medical Center in Germany. Glenn, a physical therapist, is commander of the Keesler Air Force Base expeditionary medical service unit at Landstuhl. Fifty-eight airmen from Keesler are filling in for Landstuhl staff aiding earthquake victims in Pakistan.

LANDSTUHL, Germany — Recent natural disasters have upended the lives of a group of airmen working at Landstuhl Regional Medical Center.

Airmen with Keesler Air Force Base's expeditionary medical support unit are serving a 120-day stint at Landstuhl, backfilling for soldiers sent to Pakistan to help with recovery from the Oct. 8 earthquake there.

The deployment of the 58 nurses, medics and doctors from the Biloxi, Miss., base comes just months after Hurricane Katrina made landfall Aug. 29, devastating the Gulf Coast and inflicting severe damage on Keesler.

The airmen are replacing soldiers with the 212th Mobile Army Surgical Hospital, who normally work at Landstuhl, but are now in Pakistan.

"We were sent here specifically to backfill [for troops] sent downrange to Pakistan to cover the earthquake," said Air Force Lt. Col. Frank Glenn, commander of the Keesler contingent.

The Sun Herald
PAGE: Internet
DATE: 30 Nov 05



AETC News Clips

Keesler AFB, Miss.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. 30 Nov 05

Waters from Hurricane Katrina flooded Keesler Medical Center's basement where the pharmacy, dining facility, generator and inpatient records are located.

"Keesler Medical Center took a bit hit," Glenn said. "For most of us that are here, we wouldn't have had a job probably until about October 2006. That was one of the reasons that we were sent here. We have some surgeons with us that need to be cutting to keep their skills up."

Those at Landstuhl appreciate the airmen's presence.

"We certainly have the population to support their skills maintenance," said Army Lt. Col. Bryan Boyea, head of Landstuhl's physical therapy clinic.

Several of the Keesler airmen at Landstuhl had homes and vehicles damaged during Katrina.

Air Force Staff Sgt. Alana Rayon, a medic from Keesler, had her car flooded and master bedroom damaged as a result of the hurricane. She had to live with a co-worker for three weeks because of mildew in the bedroom.

With so much to take care of at home, Rayon was not overjoyed initially about coming to Germany. That changed.

"I wasn't happy to come here because I was leaving all this stuff behind to take care of, but then I thought, 'OK, the mission still continues regardless so I have to suck it up,' " she said.

"I wasn't happy to come here, but now I am. Now that I see the team I'm with from Keesler — the doctors, the nurses, the medics — I'm glad to be here."

Professionally, the deployment to Landstuhl has an up side.

"We rarely get people from downrange, especially this fresh," Glenn said. "A day or two after the accident they were in.

"This will be just an invaluable, unique opportunity for all of us, but especially the young airmen that are here. This will go a long way in their development."

And, for Rayon, the trip offers a potential personal bonus.

"Hopefully, I'll finally have my first white Christmas," she said. "I'm from Alabama so I've never had a white Christmas before."



AETC News Clips

Laughlin AFB, Texas



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. 30-Nov 05

Although the driver was named, no connection to the base was made. Driver was an Airman newly assigned to the 47 MDG.

DEL RIO NEWS HERALD

Fatality claims one

[By Karen Gleason](#)

Published November 29, 2005, p. 1

A 30-year-old Del Rio man died Monday night when he was struck by a pickup truck as he tried to cross U.S. Highway 90 on the east side of the city.

Baldomero Tremill Mendoza of Del Rio died after he was struck by a 2006 Ford F150 pickup truck driven by Holli Edgett, who also lists a Del Rio address, according to Del Rio Police Department Lt. Manuel "Manny" Herrera.

Herrera, who heads the DRPD's traffic division, is overseeing the investigation of the fatal collision.

Herrera said the police department received the first 9-1-1 call about the collision at 6:29 p.m. Monday.

The collision occurred on U.S. Highway 90 about a quarter of a mile east of its intersection with FM 2523/Hamilton Lane.

Herrera said the truck driven by Edgett was traveling west on Highway 90, driving from Laughlin Air Force Base into Del Rio.

Mendoza was in the median, a grassy depression that separates the eastbound and westbound lanes of the highway, and was attempting to cross the highway when the pickup truck hit him, Herrera said.

At the scene Monday night, Herrera said there was no indication that Edgett had been driving faster than the posted speed limit of 60 miles per hour when the collision occurred.

"She's driving, and out of nowhere, this man pops out," Herrera said.

He added that accounts of the collision given by Edgett and her passenger are consistent with the account given by a witness.

Herrera said the witness was driving a truck behind Edgett when the collision occurred.

Herrera also said there was no evidence to suggest that Edgett was intoxicated when the collision occurred.

Edgett was driven to Val Verde Regional Medical Center by DRPD Cpl. Mark Crosby for a mandatory blood test. She also complained of back pain.

Herrera said state law requires a blood specimen be taken from a driver involved in any traffic accident involving a death.

Del Rio News

PAGE:

ISSUE DATE: 30-Nov 05



AETC News Clips

Laughlin AFB, Texas



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. 30-Nov 05

Herrera at the scene led members of the DRPD's traffic division, including Cpl. J.R. Garcia, Sgt. Bill Rattay, Senior Officer Bill Culpepper, Officer Wesley Wilson, members of the DRPD's 1400 shift, including Lt. Apolonio Hernandez, Senior Officer Miguel Mijares Jr. and Officer Jake Garza, and Texas Department of Public Safety troopers, in the accident investigation.

Police patrol cars blocked the westbound lanes of Highway 90 for just under three hours Monday night as the area of the collision was defined and each piece of debris located and marked with red spray paint.

Officers walked and re-walked the area of the collision.

As onlookers edged closer and closer to the scene, officers cordoned off the westbound lanes of the highway and shoulder with yellow plastic police tape.

The silver Ford pickup, its grill and hood crushed into a deep V by the force of the impact, stood in the outside westbound lane of Highway 90 about 100 yards from where the collision occurred. Some ten yards farther east, Mendoza's body, covered with a sheet of yellow plastic, lay in the highway,

After several hours reviewing the scene, Herrera said Mendoza apparently had been struck squarely by the truck, then had been carried along by the truck as it slowed to a stop. Both of Mendoza's tennis shoes lay in the highway about 40 yards from where his body lay.

Mendoza was pronounced dead at the scene at 7:55 p.m. Monday by Justice of the Peace Precinct 2 Joey Gonzalez.

As he left the scene Monday night, Gonzalez said he also has ordered an autopsy.

Because the officers had only their flashlights and the pulsing red, blue and yellow emergency lights of their vehicles to light the scene of the collision Monday night, Herrera said he would return to the scene today to double check the location of debris and the measurements.

Del Rio News

PAGE:

ISSUE DATE: 30-Nov 05



AETC News Clips

Luke AFB, Ariz.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. 30 Nov 05

Casa Grande Valley Newspaper, 23 Nov 05, Online

WASHINGTON, D.C. - The Transportation-Treasury-HUD Appropriations bill includes the following provisions, all of which Kyl requested:

* \$6 million to assist in repayment of a bond issued to finance completion of the Hoover Dam Bypass Bridge; \$3 million for land acquisition for the Deer Valley Airport; \$3.25 million for Sky Harbor Airport taxiway reconstruction; \$1.5 million for Williams Gateway Airport perimeter road construction; \$100,000 for Tucson Wash crossings improvements; \$6.5 million for Tucson's Sun Tran system, including a bus storage and maintenance facility and alternative-fuel bus replacement; \$1.5 million for expansion of Phoenix/Avondale/Glendale bus service; \$1 million for costs of the Phoenix/Glendale West Valley bus operating facility; and \$1 million for an East Valley bus maintenance facility.

The Military Construction Appropriations bill also includes \$5.9 million to centralize into one facility the administrative operations, classroom training functions, and tools and equipment storage of the 944th Civil Engineering Squadron at Luke Air Force Base.



AETC News Clips

Luke AFB, Ariz.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. 30 Nov 05

Glendale developing pair of projects near Luke AFB

City moving into base's noise contours

By Louie Villalobos
GLENDALE REPUBLIC

Glendale is moving forward with two major projects on Loop 303.

The Glendale 303 project will bring an auto mall and retail space serving a residential population that is expected to grow significantly.

The Woolf Crossing development will add more than 600 homes, a school and several acres of commercial space.

Both will usher in major development for Glendale in the area just west of Luke Air Force Base.

The projects also mean the city and the base will begin monitoring development near and in the base's noise contours. The contours are a series of invisible lines that surround the area within 10 miles of the base. This is the area where there is the greatest potential for loud noise or an aircraft accident.

There are restrictions to the type of development that can be done inside the contours, and base officials have

Development around Luke

Glendale, with the cooperation of Luke Air Force Base, is moving forward with development along Loop 303 in an area northwest of the air base.



Source: Glendale

PREETHA MAHENDRAN/THE REPUBLIC

strongly suggested residential developments be kept out. But that is not explicitly prohibited by law, Glendale senior planner Kate Langford said.

Langford said city staffers spent

months working with base officials to understand state and federal regulations that govern building around the base.

"We haven't quite got our arms

around that," she said.

Maricopa County, Glendale, Surprise, El Mirage and Goodyear all have land within the noise contours. That's why Luke's relationships with city officials are so important, said James "Rusty" Mitchell, director of the Luke Community Initiatives Team on the base. His department is able to provide feedback within a few days of a development being proposed to cities.

That means a smoother path to developing around the base, he said.

"The key is to get early notification," Mitchell said. "We just need to have constant dialogue."

Langford said the city has no plans to ever build homes inside the contour lines but will start looking at ways to bring in major employers.

The Woolf development has more than 200 acres inside the contours, and the reality is that about half of the five-mile stretch of Loop 303 that runs through Glendale is within the restricted area.

"We've got to work very closely that the mission of the base isn't compromised," Langford said. "That's what we spend a lot of time on."

Contact the reporter at
louie.villalobos@arizonarepublic.com or
(602) 444-6940.

The Arizona Republic

PAGE:

DATE: 30 Nov 05



AETC News Clips

Luke AFB, Ariz.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. **30 Nov 05**

Wickenburg Sun, 23 Nov 05, Online

Surprise planning commissioners approve request from Chrysler **By Janet DelTufo, Staff Writer**

A number of concerned Wittmann area residents listened quietly last week as the City of Surprise Planning and Zoning Commission forwarded for approval a major plan amendment request from the DaimlerChrysler Proving Grounds.

The issue will be reviewed by the Surprise City Council on Thursday, Dec. 1. That meeting will take place at the Surprise Northwest Regional Library and will begin at 6 p.m.

The Proving Grounds property is situated in an unincorporated area of Maricopa County within the City of Surprise's planning area. It is bounded by Dove Valley Road to the south, 211th Avenue to the west and 183rd Avenue to the east. Its northern most boundary is just south of State Route 74.

The request from DaimlerChrysler involves 5,500 acres of property currently used to operate the proving grounds facility. DaimlerChrysler is in the process of selling the land to an undisclosed developer. It is requesting the City of Surprise change the land use designations in its general plan to accommodate a mixed-use planned area development.

The requested land use designations include a variety of housing densities and a small portion of employment and commercial uses. At full build-out, more than 33,000 new homes could be constructed on the property.

According to City of Surprise Planning Manager Scott Chesney, the project will allow the City of Surprise to plan for lower densities in its overall planning area.

While speaking to the planning and zoning commissioners, he made a direct reference to the parcel's location in proximity to Surprise's current city limits.

"This project will define what will be central Surprise," he said. "This will be a totally new experience, and we are aware that this is going to be a benchmark project."

If the City Council approves the requested major plan amendment to the Surprise General Plan, the Proving Grounds property will not be automatically rezoned.

The new property owner would be required to process an official rezoning request, whether the property was annexed into the City of Surprise or it remained as an unincorporated area of Maricopa County.

Surprise Mayor Joan Shafer was in attendance during last week's meeting and spoke in favor of approving the major plan amendment. She spoke directly to the planning and zoning commissioners regarding the importance of the amendment.

"If we do not take this in (to the Surprise city limits) the county will build," Shafer said. "We have had to answer county fire calls, and even though we do not want anyone's house to burn down, we do not want to have to answer calls in the county. **We also need to look out for Luke Air Force Base as well as education in the area.**"

Only a few residents spoke during the public hearing portion of the meeting. Concerns were raised regarding traffic, schools and annexation.

Tucson Daily

PAGE: Internet

DATE: 30 Nov 05



AETC News Clips

Luke AFB, Ariz.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. **30 Nov 05**

When speaker Elizabeth Oldham left the podium, she was rewarded with a round of applause. On the advice of the city's lawyer, Vice Chairman Randy Nachtigall asked the audience to refrain from expressions of emotions because of their disruptive nature.

Tucson Daily
PAGE: Internet
DATE: 30 Nov 05



AETC News Clips

Tyndall AFB, Fla.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. 30 Nov 05

Pilot honored for courage under pressure

By Ed Offley News Herald Writer 747-5079 / eoffley@pcnh.com

TYNDALL AIR FORCE BASE

For a fighter pilot, it doesn't get any better than this.

Capt. Clayton Bartels was perched in the cockpit of an F/A-22 Raptor high over the Gulf of Mexico. The mission was what pilots term a "fourship" — two pairs of Raptors engaged in mock air combat maneuvers against one another.

The 31-year-old Air Force Academy graduate was a newcomer to the Raptor training program, but not to fighters. A 1996 grad from Colorado Springs, Colo., Bartels had more than 1,300 hours in his flight logbook and had served two tours as an F-15 instructor pilot. He was going through the three-month "check-up" syllabus at the 43rd Fighter Squadron here to qualify as a Raptor instructor pilot himself.

It was May 11, 2005, and this was his first night flight in the F/A-22.

The four fighters were operating down in the W-470 training range, a 7,835-square-mile rhomboid-shape airspace that fills most of the Gulf of Mexico in the state's big bend offshore from Apalachicola and Apalachee Bay down toward Tampa Bay.

Bartels was at 38,000 feet, his throttles set to supercruise and humming along at about 850 mph — a capability unique to the Raptor in which it can fly in supersonic flight without having to use its engine afterburners.

Peering through the Raptor's canopy with his nightvision goggles, Bartels could clearly see the lights of St. Petersburg and Tampa off to the east. Far below, a scattering of clouds at 5,000 feet were the only visual obstacles on a brilliantly clear spring night.

Then the fun suddenly stopped.

Flying blind

The emergency began with a bright light on his cockpit display. The master warning light suddenly illuminated, then a prerecorded audio message sounded in his helmet receiver: an electrical bus malfunction had occurred because (it was later learned) a credit cardsized circuit board inside the Raptor had shorted out.

The News Herald

PAGE: Emailed

DATE: 30 Nov 05



AETC News Clips

Tyndall AFB, Fla.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. 30 Nov 05

One of the distinctive characteristics of the F/A-22 that sets it apart from older fighters such as the F-15 and F-16 is the amount of computing power and integrated electronics contained within the 62-foot fuselage.

An Air Force factsheet on the Raptor notes: "The F/A-22's avionics suite features extensive use of very highspeed integrated circuit technology, common modules, and high-speed data buses. ... Technologies incorporated in the F-22 include a Common Integrated Processor, a central 'brain' with the equivalent computing throughput of two Cray supercomputers ... " that have 800 megabytes of memory and can process 10.5 billion instructions per second.

In contrast, the lunar lander vehicle that set two astronauts on the moon in 1969 had only 37 kilobytes of memory and operated at 100,000 instructions per second.

Bartels recalled this week that he had no time to reflect on why the malfunction had happened or to ponder the prospect of possibly having to eject. "I was more concerned with getting home safely," he said.

The pilot thumbed his radio microphone button and issued a blunt order: "I said, 'Knock it off' on the radio to my wingman and the other two Raptors," he said.

He heard an acknowledgement, but then the electrical failure spread through his navigation and communications systems.

What had failed was one of four 270-volt electrical buses in the Raptor's internal power system, which route AC and DC electricity from a generator to various components. While the other three electrical buses were able to take up some of the load, Bartels said he realized the Raptor had lost most of its advanced navigating devices, including a visual cockpit display showing the course and precise location determined by Global Positioning System satellites.

His exterior anti-collision lights were dead, although a separate set of "formation lights" on the wingtips, tail and nose continued to work. His radio was out. When he activated a backup system, he could only receive transmissions.

It was, Air Force officials say, the most serious in-flight mishap to occur to the fleet of 23 Raptors at Tyndall in the program's two-year history.

Did he feel in physical danger? The pilot shook his head emphatically.

"It was not uncomfortable," Bartels recalled. "I knew my altitude, bank angle and heading. It was easy to maintain orientation."

The News Herald

PAGE: Emailed

DATE: 30 Nov 05



AETC News Clips

Tyndall AFB, Fla.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. 30 Nov 05

Following a standard safety procedure established in the preflight mission briefing, Bartels headed to his “last known point” within the W-470 range. Still capable of hearing fellow pilots, Bartels after five minutes realized they were aware his aircraft had suffered an unknown malfunction and were looking for him. Finally, fellow pilot Capt. Shawn Anger came up on his right wing.

“We couldn’t talk,” Bartels said. He tried flashing his wingman with a flashlight but it didn’t work.

On the radio, Anger asked Bartels, “Do you have a problem. Flash once if yes, twice if no.”

Bartels blinked his formation lights once in reply.

The four fighters turned north and made an uneventful return to Tyndall, where Bartels made his first night landing, without lights. Learning curve

For Lt. Col. Craig Hall, deputy commander of the 325th Maintenance Group at Tyndall, the mishap was all but inevitable given the complexity of the F/A-22 and the normal “learning curve” that pilots and maintenance technicians must go through in any new aircraft system.

“We have on average 10 (F/A-22) sorties per day at Tyndall,” Hall said. “There will usually be three or four avionics discrepancies. This is not a trend that we are concerned about. This is the flying business.”

Bartels agreed. “This jet is all about computers,” he said. “You never have one simple problem. ... (The onboard computer) does a lot of things for you that you would have to do for yourself in an older plane.”

A post-mishap investigation quickly identified the circuit board that had failed, Hall said. And they also learned something about the Raptor’s system that was not in the “Dash-1,” the pilot’s flight manual.

“We always learn a lot” from such mishaps, Hall said. “In this case, we learned that if he had recycled that (electrical) bus it would have come back.”

That procedure was not spelled out in the flight manual, Hall said. It is now.

“We took the emergency apart,” 43rd Fighter Squadron commander Lt. Col. Michael Stapleton told The News Herald in a telephone interview. “We determined that the way he responded was perfect.”

The News Herald

PAGE: Emailed

DATE: 30 Nov 05



AETC News Clips

Tyndall AFB, Fla.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. 30 Nov 05

As the Raptor training program at Tyndall evolves, and as the aircraft itself matures as the service's frontline fighterbomber, pilots and ground crews will continue to discover unexpected weaknesses and strengths alike in the system, Hall said.

"We're using this plane very differently than they use it at Edwards and Nellis," Hall said, referring to the two Air Force bases where initial flight testing on the Raptor has occurred. "We're actually flying this plane the way it's supposed to be flown."

"These guys learn something new and tell us about it every day," Hall said.

As for Capt. Bartels, both Hall and Stapleton praised the pilot for taking the right action to keep a potentially dangerous in-flight failure from becoming something far more serious.

"He had only 10 hours in the airplane," Stapleton said. "That calls for a lot of airmanship."

Tyndall's parent headquarters, the Air Education and Training Command, agreed. It recently issued Bartels its "Flight Safety Well Done" award for his performance in bringing the malfunctioning Raptor safely back to base.